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Nor' West Miner

EDMONTON, ALBERTA

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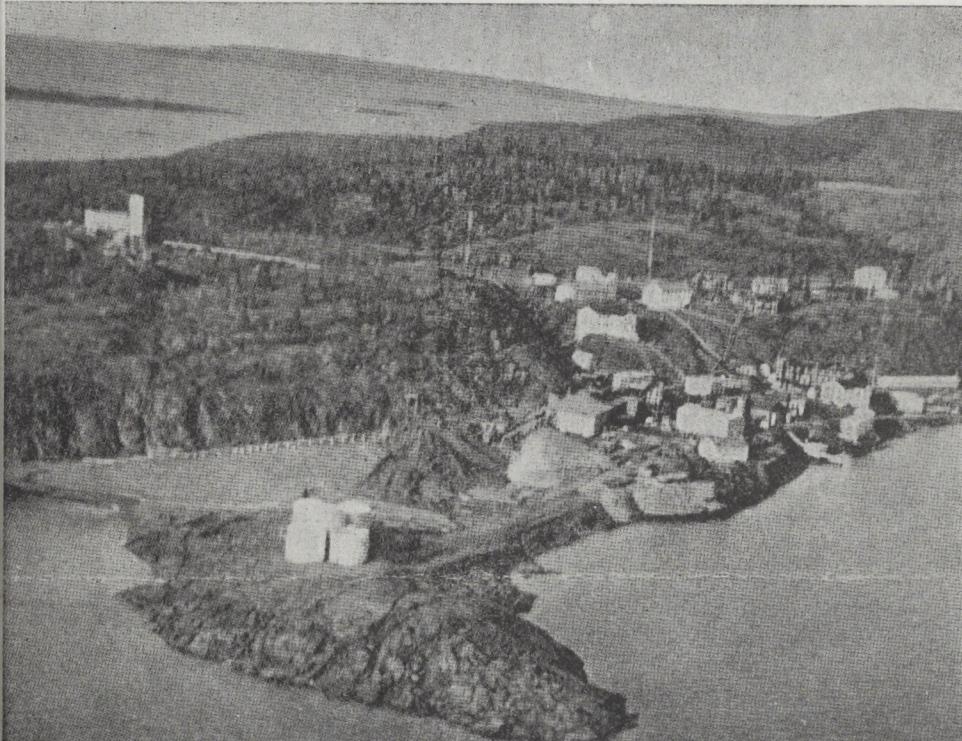
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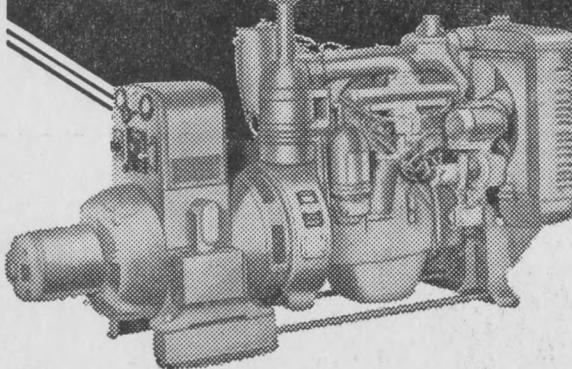
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THE NOR' WEST MINER

EDITOR—F. S. WRIGHT

Devoted to development descriptive of the North West Territories, Northern British Columbia and the Yukon—Along the Trail of the Alaska Highway.

Published at Edmonton, Alberta—"The Gateway to the Far North and Alaska."

Subscription: \$2.00 per annum, post free. Address: Box 323, Edmonton, Alberta.

Says The Miner:

The Hon. W. A. Fallow has recently made an airtrip to Canol. He comes back full of enthusiasm concerning the possibilities of the North West Territories and is reported as saying "The NWT. should become part of the Province of Alberta so that this development would get a still greater chance to go ahead." He states this territory will never function properly until it is brought under a single governmental control. He takes his usual fling at the big money barons who, he says, are eating up the resources ignoring the fact that these so called monopolistic mining companies are spending millions of their own money in trying to extract wealth from the north for the benefit, in the main, of Canada, for it is money expended in large development that makes it possible for the North to grow.

He points out that the area in the North West Territories adjacent to the Province of Alberta is tremendously rich in natural resources and that its development is greatly retarded by the absence of proper communication. He states that such meagre facilities as exist are under the control of his "friends" the money barons.

So far so good—Mr. Fallow makes out a case that will appeal to his votecatching organizations as good campaign material. However, Mr. Fallow is perhaps not familiar with the fact that as far as mining development is concerned, Alberta's quartz mining regulations now in existence are such as to prevent capital even looking at the huge possible mining area existing in the Province of Alberta's north eastern section which, mining men know, has good indications of ore in places. There are something like 10,000 square miles of good

Pre Cambrian formation in this area. It has been scouted over by many prospectors but capital says "No" as to development—title is too risky under the Fallow government."

The Grimshaw-Great Slave Lake Highway is an illustration of what Mr. Fallow means when he suggests that Alberta should control the North. In order to build this road, Mr. Fallow had to implore the Federal Government to put up most of the money to build it, although in the main it runs almost entirely through Alberta. Had not the Dominion Government made a substantial grant for this purpose—it would never have been started under the Fallow auspices. But this road is expected to do just what Mr. Fallow complains about, namely eliminate high transportation costs.

There is no doubt that Alberta could very well have the administration of that part of the N.W.T. from the Alberta boundary to Great Slave Lake, provided the taxpayers of Alberta are willing to shoulder the extra cost of administering this area. This would mean a huge expenditure, which at present, is borne by the taxpayers of Canada at large, so why does Alberta want it?

Mr. Fallow has his tongue in his cheek when he complains about maladministration in the North. It may have been true in the past that the North was more or less a "closed shop". That is not true today, with millions being expended by various interests and the Dominion Government.

It is suggested that Mr. Fallow has lots of territory crying out for road and other improvements right in Alberta, why go further . . .

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Grimshaw-Great Slave Lake Highway

A new era in water transportation to the North is rapidly approaching with the completion of the Grimshaw Highway to the Yellowknife

In a pamphlet, recently issued by the Department of Mines at Ottawa, on water transportation in the North, it is emphasized that the completion of the Grimshaw-Great Slave Lake Highway is about to initiate a new era of water transportation to the North. Emphasis is placed on the fact that the completion of this highway will do away with the necessity to use the present south end of the waterways, namely from Waterways, Alberta to Great Slave Lake, and that the extension of this road to Fort Providence will also bypass the last serious obstacle to early navigation on the Mackenzie, namely the ice obstruction in Great Slave Lake.

It is interesting to note that at last it is officially recognized that the logical method and also the most economical one of getting freight to the Northern Mines without undue delays is the avoidance of the use of the upper river on which most of the delays and extra expense in operation have occurred in the past.

In commenting on this phase of water transportation, the pamphlet has this to say:

New developments in the Canadian Northwest during the past three years may have some influence upon the future place of water transportation. The line of airfields through Yukon to Alaska will probably not greatly affect the volume of traffic on the waterway, and may even increase it. The all-weather Alaska Highway only services the less-populated areas of the Yukon where river transportation never could adequately reach, and will undoubtedly prove an efficient way to distribute railborne supplies from Whitehorse to southeast and southwest Yukon. North of Whitehorse the broad Yukon waterway remains a cheap route over which to carry the Yukon freight.

In the Mackenzie Valley, airfields at every settlement north to Norman Wells mean that rapid passenger service is available throughout the year. Air express, however, does not compete economically with cheap water transport, and actually only assists the latter by removing some of the "rush" items from its cargoes. The new all-weather road which is to be constructed from the railroad at Grimshaw

(west of Peace River, Alberta) north to the mouth of Hay River, on Great Slave Lake, may be of more importance to the future of water transport.

The completion of the Hay River road will mean that two of the main physical problems of the Mackenzie waterway—low water in the Athabasca delta, and the rapids in Slave River—will be avoided, and an ultimate extension of the road to the vicinity of Fort Providence will by-pass the third major delay—the ice of Great Slave Lake. Since most of the freight along the road will be destined for Yellowknife, and will still have to cross Great Slave Lake, it will remain for the future to show whether transport by motorized equipment can be more economical than by water transport—even with the latter's delays, owing to low water, inclement weather, and the Fitzgerald-Smith portage.

The history of the Mackenzie Valley has always been closely connected with that of the waterway. If past historical events can predict future trends, the Mackenzie is about to begin a new era. Routes into the valley have been changed over the years: La Loche Portage was replaced by Athabasca River when a wagon-road was constructed north from the end of steel at Edmonton; The Athabasca route was replaced by Peace River when rail connections reached the latter; both routes were replaced by the present waterway from McMurray when the railroad was extended farther into the Northland. The present road development shifts the balance in the other direction, back to the Peace River railway route and northward by road.

The Mackenzie waterways, with all its difficulties and problems, has done a magnificent job in carrying the needs and exports of the Mackenzie Valley. It has met many transportation crises, and each time proved capable of supplying the residents at reasonable cost; but now a new and serious competitor is entering the field, and only the future will show how the southern part of the waterways will survive this latest development.

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Mining companies and others engaged in Northern Development know that it is necessary to plan ahead if the utmost advantage is to be taken of the short Northern development season. Work to be done in 1947 is contingent on supplies and equipment being on hand when needed.

The transportation companies also have to plan ahead so that there shall be no hitch in the speedy handling and delivery of freight on time.

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ATOMIC ENERGY*

(PART II) (Continued from last issue)

Many Problems are Still to be Overcome before the Chain Reaction can Become an Important Source of Domestic and Industrial Power

By ARTHUR L. HUGHES

Professor of Physics, Washington University, St. Louis, Mo.

The Chain Reaction

The first self-sustaining chain reaction in a pile was effected in December, 1942. Up to that time changes in the pile had been tried out to find how best to approach the optimum conditions. Had there been no war on, that would have been a day to tell the world, for it was a momentous day in history; it was the day on which man had for the first time succeeded in releasing the energy of the atom and turning it on and off as he wished.

The pile was developed for one purpose and for one purpose only, the manufacture of a new element, plutonium, to be used in an atomic bomb as an alternative to U 235. Nature sometimes gives us more than we ask for, and she did in this case. Every time a fission of U 235 occurs, much energy is set free. In a large pile the total energy released is huge. The removal of this energy in the Hanford piles was a big problem. Water was taken in from the Columbia River as a coolant for the pile and returned to the river. Large though the volume of water flowing in the Columbia is, the water downstream of the pile was measurably warmer than the water above the pile. Anyone can readily see that if, instead of turning the warmed water back into the Columbia River, you could make use of the energy liberated by having the pile convert the water into high-pressure steam, you could pass this steam into a turbine-electric generator set. Liquid metals could be used and could be operated at higher temperatures, thus giving greater efficiency.

For wartime purposes the plutonium is needed, and the heat generated is a nuisance. For peacetime purposes the heat generated is a source of power, and the plutonium is a by-product. A million kilowatts of power can be generated by the consumption of 2.5 pounds of U 235 per day, or this amount multiplied by 140 if our raw material is natural uranium.

Abundance of Uranium

In view of the possible use of uranium as a source of power, it is natural to inquire as to its availability. Geologists tell us that uranium is about as plentiful as copper in the earth's crust. The abundance of uranium is about 4 parts per million. So far as I know, there are only about four locations in the world where uranium occurs in sufficiently concentrated form to make it worth while to mine it. These are in Colorado, Czechoslovakia, in the Belgian Congo, and near the Great Bear Lake in Canada. No doubt other sources will be found, and it is even possible that it may be found worthwhile to extract it from sources in which it is very attenuated.

Uranium Power Costs May Be Low in Future

Costs are unimportant in wartime, but in order to determine whether it is practicable or not to use uranium as a source of energy in peacetime, costs are vitally important. It is easy to compute how much uranium is needed to give the same amount of energy as, say, 1,000 tons of coal. I have said that when the nucleus of an atom of U 235 undergoes fission, it gives out about 40,000,000 times as much energy as when one atom of carbon is converted into CO_2 , which is what happens when coal is burned. But since you are more accustomed to think in terms of pounds or tons than in terms of atoms, it is necessary to express the ratio differently. Since an uranium atom weighs about 20 times as much as a carbon atom, we can readily see that the 40,000,000 will have to be divided by 20, giving 2,000,000 as the ratio between the amount of coal and the amount of U 235 needed to yield the same amount of energy. This leads directly to the conclusion that 1,000 tons of coal will be necessary to give the same amount of energy as 1 lb. of U 235. I don't know how to evaluate the cost of U 235. The government separated U 235 from natural uranium at a huge cost. However, since piles actually work with natural uranium, I can say that you have to use 140 lb. of

*(Reprinted from the Mining Congress Journal, Washington, D.C., U.S.A.)

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natural uranium for the sake of the 1 pound of U 235 it contains. So we are now in a position to say that 140 lb. of natural uranium will give out as much energy as 1,000 tons of coal. Before the war, uranium in the form of oxide was procurable at about \$3 per lb., so that 140 lb. of it would cost about \$500. Coal would have to cost 50 cents a ton in order that 1,000 tons could make energy as cheaply as that made from uranium at \$3 per lb.

Coal By No Means Finished

As a Power Source

On the face of it this looks as if coal is finished as a source of power, but this is far from being the case. There are formidable problems to be solved before we can consider uranium as superior to coal. There was the same amount of energy in a pound of coal in the days of James Watt as there is today, but it was impossible to extract from a pound of coal by means of his engines anything like the amount of energy that we habitually get from a pound of coal in our modern power plants. We are now in what might be called the James Watt stage of atomic power. Although I am sure that progress is going to be much more rapid in the working out of atomic power than was the case with the steam engine, much developmental work has to be done to overcome wholly new technological problems, and this costs money. If private industry has to pay for this development work, then its cost must inevitably be added in some way or another to the cost of power from atomic fission.

It is unwise to expect too much of atomic power as a method of altering our way of life. The cost of fuel in a modern power plant generating electricity is said to be less than one-fifth of the total cost to the consumer of electricity. If this is correct, then even if fuel were to cost nothing at all, our electric bills could not fall much below 75 per cent of what they are at present.

Problems of Shielding Are Difficult

It is now appropriate to mention briefly the problems which are peculiar to the development of power from atomic energy. Atomic energy is released when the nucleus of U 235 flies apart as a result of a collision with a neutron. Every time a fission occurs there is emitted a very penetrating radiation, somewhat like X-rays only more penetrating. In addition, the fragments

flying apart when the U 235 nucleus undergoes fission are highly radioactive and stay so for lengths of time varying from hours to years. This means that the pile must be surrounded by thick shields of matter such as lead, steel or concrete to stop off the radiation. Suppose that we assume that an atomic power engine could be built inside a space no larger than my fist. This is not in sight and indeed it is impossible for good reasons. However, I want to use it to illustrate my point. In order to keep the harmful radiations inside, it must be surrounded on all sides by a shield of lead or steel four feet thick or more. It is easy to calculate that over 100 tons of shielding material would be necessary. This is the reason why we cannot use atomic energy in a motor car or an airplane. We cannot put up with the dead weight of absorbing material to protect people in the vicinity.

Atomic energy is likely to be used in large plants producing very large amounts of power, or in heating a city. It is also likely to be used in driving large ships. In such cases we need large amounts of energy, and it is possible and profitable to provide space for the shielding. It is no doubt likely that the first atomic power plant will be built in a region where fuel is expensive, as the cost of transporting 140 lb. of uranium is much less than that of transporting 1,000 tons of coal. In a ship the saving in the tonnage of fuel carried could very well be used in providing the shielding around the power plant. The number of men needed to tend an atomic power plant would be much less than the number needed to operate a plant using coal or oil, unless a Petrillo comes along and insists that new power sources shall not result in a diminuation in the number of men employed.

Radioactive By-products Present Problem

Still another limitation to atomic power plants has to be mentioned. As the U 235 is used up, the fission products which are produced are new elements which are strongly radio-active. Indeed the whole pile becomes a storehouse of a bewildering variety of radioactive elements. This is fine if you want them for a substitute for radium, but it is not so good if you want to make repairs inside the pile. Should anything go wrong inside the pile that cannot be taken care of by remote control, it would be impossible to go inside the pile

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to make repairs, for the radioactivity which has been built up is equal to that of many pounds of radium. Consequently the design and construction of the pile has to be so good that, once started in operation, it will operate so perfectly as never to have to be shut down for repairs. This is a pretty drastic requirement.

Dangerous Implications of Plutonium

I have already said that existing piles using natural uranium produce both heat and plutonium. You cannot have one without the other in the pile. In wartime you save the plutonium and throw away the heat. In peacetime you want the heat to produce power, but unfortunately you cannot avoid getting the plutonium as a bonus. Now plutonium is used in an atomic bomb, so every atomic power plant using natural uranium is also a factory for producing the raw material for making bombs. This is a potent argument for some form of ironclad international control of atomic energy, to which all nations must agree. Otherwise, nations developing atomic power for commercial purposes could also secretly build up a stockpile of atomic bombs. In a future war a totalitarian aggressor nation could attack this nation without warning and, in the first twenty-four hours, wipe out most of our large cities, industrial centres and power plants, and so hopelessly cripple our power to wage war. In a world where hostile nations are hoarding stocks of atomic bombs, watching for the favorable moment to use them, a nation with a government like ours is at a terrible disadvantage. We are not the sort of people to delegate to our government the power to attack another nation without warning if we suspect that it is planning an unprovoked attack on us. Should a situation grow tense, Congress has to debate whether or not to make war, and while it is doing this, the other nation—without our constitutional limitations—would undoubtedly start war and get in the first blow; and the first blow in an atomic war is virtually decisive.

It would be of no use if our stockpile of atomic bombs were 100 or even 1,000 times larger than that of the enemy, if the enemy strikes the first blow and has enough bombs to destroy our principal cities and industrial centres. This could be done by dropping bombs from airplanes, by putting them into a V-2 type rocket capable of crossing the ocean at thousands of miles per hour and guiding themselves

to the target, and by planting the bombs in buildings at strategic points in our cities. Since the bombs can be carried in a B-29, it is clear that the building in which it is planted does not have to be an imposing structure. Almost any ramshackle, innocent-looking house would do.

The National Defence Problem

All this points irresistibly to one thing, and that is that we have a far greater interest in avoiding an atomic war than any other nation has. We must take the lead in working out agreements to outlaw war and to remove the causes for war. As a nation we take pride in having developed and used the atomic bomb. It certainly stopped the war abruptly and saved perhaps 1,000,000 American and 250,000 British lives, which is the estimated cost of invading Japan. This was the immediate advantage to us. But from the long run point of view, one may well argue that it was to our disadvantage that the atomic bomb was ever invented, for it changed our status from that of an almost invulnerable nation to that of a nation about as vulnerable as any European nation. A highly industrial nation like ours, with huge concentrations of industries, could easily be crippled in an atomic war. Some cynic said that the only thing people learn from history is that people don't learn from history. I wonder if we are capable of really learning from Hiroshima and Nagasaki and doing something about it.

Denaturing of Fissionable Material

The international situation is not the main theme of this talk, but it has to be mentioned, as the development of atomic energy for peacetime uses is so closely tied up with the possibility of making atomic bombs. So long as there is a possibility of making and using atomic bombs, the development of large-scale atomic power plants is going to be hampered. In order not to slow down too much the development of atomic power, it has been proposed to issue to approved plants denatured U 235 or denatured plutonium. The denaturing of these two atomic bomb materials makes it impossible to use them in atomic bombs without removing the denaturant. This can be done, of course, but it is difficult and requires plants as large as some of those in Oak Ridge, Tenn. After all, uranium as it occurs in nature can be thought of as denatured U 235, for the U 238 present makes it impossible to use

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natural uranium in a bomb. As we all know, U 235 was separated from U 238, but at a terrific cost in manpower, electric power, scientific knowhow, and in large plants difficult to conceal. So we must regard denatured U 235 or denatured plutonium as a severe handicap to anyone trying to make atomic bombs secretly while pretending to develop atomic power for peaceful purposes, but not as something which makes it wholly impossible. By issuing known amounts of U 235 or plutonium to power plants, and measuring the power output, it is possible to be sure that no appreciable amount is sidetracked for hostile purposes.

The newspapers recently carried a statement to the effect that the government is about to build, at Oak Ridge, Tenn., an experimental power plant using uranium as a source of power. I am confident that the project will be successful, for the fundamental principles are well understood. It is largely a problem in engineering and development; there is little or nothing further to be done in the direction of fundamental scientific research.

PURE TAR ON ATHABASCA RIVER

An interesting result of the drilling conducted by Boyles Bros. Drilling Co. Ltd. under the auspices of the Dominion Government on the tar sand areas on the Athabasca River has been the discovery of a large body of liquid tar right on the river bank north of McMurray. There is another flow of tar known to exist on Tar Island a few miles east of Peace River Crossing, where for many years residents of Peace River have extracted tar for use in roofing buildings.

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She was cute and wanted a new dress. The salesgirl tried to sell her a wool one, but she would have none of it. Finally the salesgirl asked, "But why do you insist on a silk one?"

"I'm tired of having the wool pulled over my eyes," was the cute one's reply.

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World War No. 2 discovered the fact that Edmonton is the key point on the new world trade and air routes and due to military exigencies it has been developed to an extent which would have been impossible had not the war demanded such.

When the Alaska Highway was built, hinging on Edmonton with its air bases stretching from the U.S. to Alaska, Edmonton became the supply centre for a new huge territory. When the Canol oil project was put under way, it also had its large northern trade added to a hundredfold and the latest plum to fall into its lap is the fact that it is now to be one of the main air bases on the world's air routes.

No one can be doubtful as to the future growth of Edmonton unless he is one of those born pessimists of which the west has very few, for everything points to the fact that Edmonton's present planning as to civic improvements are very likely to be out-moded before they are even completed. Population is increasing rapidly, industries are looking for locations, the Alaska Highway's working personnel became thousands of boosters for Edmonton and Northern Alberta and the effect of this is that Edmonton is the most widely advertised town on the American continent today.

The City authorities are being urged to take time by the forelock and get busy in making Edmonton's streets and roads usable and presentable as soon as possible so that no one will be ashamed when visitors look askance at present badly maintained roads within its borders.

A plan has recently been submitted by the Industrial Committee of the Chamber of Commerce advocating an expenditure of some \$5,000,000 over a period of five years on civic road improvement. Some may criticize such a plan, but there is no other recourse to take if Edmonton wants to carry on as the most favored city in Canada.

Tantalum Refinery For Edmonton

Negotiations are proceeding, according to newspaper advices, for the establishment of a tantalum refinery at Edmonton which it stated will cost around \$600,000 to install. Its objective is the treatment of tantalum ores mined in the North.

The refinery is to be built by The Tantalum Mining and Refining Corporation of America and is chiefly intended to treat the ores derived from the deposits being mined at the Peg Tantalum property in the Ross Lake area of the Yellowknife. This company, it is stated, has a 100-ton per day concentrating mill on its property where a huge stockpile of tantalum-columbium ores has been assembled. This ore is to be concentrated at the mine and shipped to the refinery plant at Edmonton for refining.

In addition to the Peg Tantalum company developing tantalum deposits in the Yellowknife another company the De Staffany Tungsten Gold Mines Limited are also developing a property on the shores of Great Slave Lake where it has established a pilot mill. The latter company has shipped some concentrated tantalum ores to the eastern markets in past years.

Tantalum is the coming metal, states authorities. Its uses are numerous and it is of the utmost value in jet plane construction and also in the treatment of radium ores. It is also being widely used in medical work. Tantalum today has a market price of \$65.00 per lb. whilst its sister ore columbium has a market value of \$500.00 per lb.

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NORTH . . . A REAL TRAINING GROUND

Should build Edmonton-White Court extension to Alaska Highway John R. MacNichol told House of Commons, Ottawa, as he advocated development of North as training Ground for Engineers.

The North has no greater booster than John R. MacNichol, M.P., in the House of Commons at Ottawa. He has the great advantage of personally knowing conditions as they exist not only on the Alaska Highway, but also in the Peace River country and even the Canol road from Norman to Whitehorse. Recently he made the following plea for Government action to continue the good work the Americans started towards development of the North and further profit to Canada.

Hansard reports him as saying:

ALASKA HIGHWAY

Mr. MacNicol: Having been over much of the Alaska highway, I know something about it. The hon. member for Lethbridge has said something about it, and I will begin with the last question he asked in regard to the roadway from Edmonton to Dawson Creek. I would advise that this road be projected straight north west in as direct a route as possible to Grande Prairie.

Mr. Blackmore: Through Whitecourt.

Mr. MacNicol: Yes, through Whitecourt to Grande Prairie, then following the present roadway to Dawson Creek, where you connect up with the Alaska highway which now starts at Dawson Creek. The original programme was to start it at Fort St. John. From Dawson Creek north it is a good roadway but it will require considerable attention. In reply to a question asked earlier in the session, a minister—I forget who it was—said that the government contemplated that it would cost about \$5,000,000 a year to keep the roadway in proper operation, and I for one would be well pleased if they could keep it in adequate condition for operation at a cost of four or five million dollars a year. It is found in the spring that in a number of cases the bridges are taken out, because of the mountainous rivers rising as high as forty feet in a night as a result of the rapid melting of snows in the mountains which the road runs through for a considerable distance, or from heavy rains. That, however, is not an insurmountable obstacle. Besides, the maintenance of the roadway and repairs to bridges would give the department a splendid opportunity to train their

engineers. I suggest that the government has a highly desirable school there for its engineering department in the maintenance of the Alaska highway, and the money will not be misspent, because, after all, the engineers must be trained and this work affords a practical opportunity for training them. Moreover, the government will have to maintain quite a staff of all sorts of men to assist the engineers, and they will have to give them practical training for the purpose. The Alaska highway would offer a golden opportunity for the practical training of all such men as are associated with the engineers in the construction of military works of any description.

PEACE RIVER ROADS

The hon. member spoke of other roadways. I suggest that the defence department be employed to connect up the roadway that now runs west from Peace River through Grimshaw, but which does not, though it should, connect with Fort St. John. There again the department would have an excellent opportunity for training its men. Of course, it would have to co-operate with the British Columbia and Alberta governments but I understand that those governments are willing to co-operate and are themselves interested in promoting the construction of the roadway.

Co-operation would also be necessary with the Saskatchewan government, which desires very greatly that the latter roadway should be completed. I agree with the hon. member for Lethbridge that the Alaska highway would be a remarkable tourist route, particularly the north end of it, because I doubt whether there is any place in America where one can enjoy such grandeur. There is no more magnificent scenery, no more striking landscape than is to be seen from Fort Nelson north, particularly as you get up to and beyond Watson lake. In that area Canada has a perfect paradise of tourist attraction.

NORMAN WELLS—WHITEHORSE HIGHWAY

Mr. MacNicol: I can add a word for the minister's benefit with respect to the first route mentioned by the hon. member for Peace River, namely the route from Norman Wells extending 650 miles across two ranges of mountains to Whitehorse. That

is another area where departmental engineers and those associated with them will have plenty of opportunity to develop themselves. I have been over the east end of that route from Norman Wells to stop 41, a distance of something less than 100 miles, and I was over the west end of the route for about 100 miles. At the time I was there the roadway was open all the way through, but when one comes to the two ranges of mountains through which the roadway runs a tractor would be required to pull a car up the grade. I do not believe it was ever completed to the extent that anyone leaving Whitehorse could ride through in his motor car to Norman Wells without the assistance of a tractor to get up the grades. Further than that, one could go through only in a motor car with high wheels, one of the old fashioned type, because of the mountain creeks.

This is an area in which the department will have one of the best opportunities possible to train engineers and all personnel who will assist the army engineers. Since the government must maintain an engineering staff and train it, I would say this is a fine place to do it. If they ever

do, through their engineering service, make the Whitehorse-Norman Wells route passable for cars, it will make available a tourist route the like of which few human eyes have seen. It almost beggars description, so far as I have seen it. It is a marvellous area, and I have no doubt that if it is once completed it will be so great an attraction for tourist traffic it will pay for itself.

An Eskimo on his vacation
Took a night off to succumb to temptation
Ere the night was half through,
The Eskimo was too—
The night was of six months' duration . . .

"Now son," said Pa, as he laid down the whip, "Tell me what I have licked you for?"

"That's a hell of a question for you to ask," replied the kid. "First you pound me up and then you ask me why you did it?"

"Shall we get the bridal suite dear," said the bridegroom to the bride as they registered.

"No, John," replied the bride, "You just hold me tight and we won't need a bridle."

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The Third Transcontinental Across Canada

A meeting of the Associated Boards of Trades of British Columbia was recently held at Terrace, B.C., and one of the subjects discussed was a new transcontinental railway across Canada from Port Churchill to Prince Rupert, B.C.

E. T. Applewaite of Prince Rupert, B.C., introduced the subject stating that such a line could be finished (it is already 90 per cent complete) for 18 million dollars. He showed how distances between Europe and the Orient could be cut by over 1,000 miles and how such a line would open up millions of acres of new country including the famous Peace and revolutionize the present railway map of Canada.

It's a long story, that of railway development in Northern B.C. and in many chapters it stinks of petty politics, railway official opposition and double crossing, and the determination of the great national railways together with the established grain trade in the East, to whom might perhaps be added the steel interests of Nova Scotia to prevent any deviation from the present "official" route to the Orient.

Its beginning dates back to 1910 and 1911 when the Mackenzie Mann interests had already constructed a railway across Canada which was intended to compete with the C.P.R. At Prince George this line was intended to connect up with the Grand Trunk Pacific Line being built from that point into Prince Rupert where the Laurier Government had established the makings of a new Pacific ocean port equal if not superior to that of Vancouver.

In 1913 this line was ready for service with the exception of a gap between Telkwa and Smithers, B.C., some 50 miles, which was graded but had no rails on it. It was not until 1914, when ordered to do so by Mr. Cochrane, the then Minister of Railways at Ottawa—a Conservative Government which had replaced the Laurier one—that Foley Welch and Stewart the contractors laid the final rails.

In the meantime some of the Grand Trunk Pacific Officials of that day and era, for reasons known only to themselves applied and obtained a charter to build a line from Prince George to Vancouver to be known as the P.G.E. Evidently this line was intended to offset the line being built down the Thompson River, on the opposite side of the Fraser River to that of the C.P.R. line, by the Mann interests. This

line has later become the Canadian National Railway. In addition it was as plain as a pikestaff that this line was also intended to sidetrack Prince Rupert as an ocean port and divert all or most of the business to Vancouver. The P.G.E. Ry. was actually started in an energetic way by Sir Richard McBride's government and when the Liberal Government attained power in 1917 it was finished to such an extent that the contractors offered to complete it for some \$4,000,000 into Prince George.

However, this did not meet with the approval of the new Liberal Government and so a company called the Northern Construction Company was formed, composed mainly of Liberal stalwarts, and it undertook to finish the line. It expended some \$23,000,000 under this "finishing" plan and still had not got to Prince George when the Liberals left office. New Governments since have all talked the completion of the P.G.E. Ry. but it is still a railway that "Starts nowhere and ends nowhere." What is the reason of this? Like the Prince Rupert line which has been effectually wiped off the transcontinental map of railways it has been found that with the Canadian National Railway running alongside the C.P.R. to Vancouver there is enough rail competition to take care of the business.

Mr. H. G. Perry of Prince George said that the P.G.E. had cost the people of British Columbia \$90,000,000. He may be correct, but there was no such sum ever put into building the line. He perhaps remembers the commission's report on the P.G.E. and what happened at that time as to charges made for grading etc., etc., It was a "real pork barrel."

This illustrates the reason why a third transcontinental has been in the dream stage for years. It should now be out of that stage of being if the people of Canada are wise enough to compel vested interests to act more like men for the good of Canada and less like a bunch of pork barrel hogs as they have done in the past. Canada can have that third railway—the Peace can have its outlet to the Coast. Northern B.C. can get the chance it has lacked for years to show what it is, namely the greatest and best part of British Columbia from every point of view. The only people that can possibly oppose this comparatively small expenditure are the eastern interests

who know that once a shorter trade route is established between two points, the old routes are closed up. Montreal, Toronto, Buffalo and Ottawa will do all possible to keep the old routes.

Mr. Perry also mentioned the Stewart railway to the East, which was partly built by Mackenzie Mann in the year 1910. It was similar tactics that prevented that line connecting up with the present Northern Alberta Railway System. After Mackenzie Mann interests quit, the Rhonda interests, most prominent Welsh coal operators, were going ahead with a railway from the end of the Stewart line to tap the Ground Hog Anthracite coals—largest undeveloped deposit of anthracite coal on the American continent. This too fell through, first perhaps because of the 1914 world war and the death of Baron Rhonda—its promoter—and also because eastern coal interests and steel interests did not look with favor on this new development.

Mr. Perry warned against frittering away time on surveys of all and construction of none, evidently having in mind that a survey of this third transcontinental route would interfere with the latest survey of the P.G.E.

This third route is bound to come into being, even if it does take more years to convince the people of Canada as to its economical use and value. In British Columbia we have the spectacle of two transcontinental railways running down the Fraser River into Vancouver in plain view of each other for many miles. Surely this fully illustrates the ill conceived railway plan given the taxpayers of Canada, especially when is added the crisscrossing and double servicing of towns across the prairies by two railways with the major part of this wheat growing area not serviced at all.

"I understand your girl wears dark garters."

"That's right."

"What's the big idea."

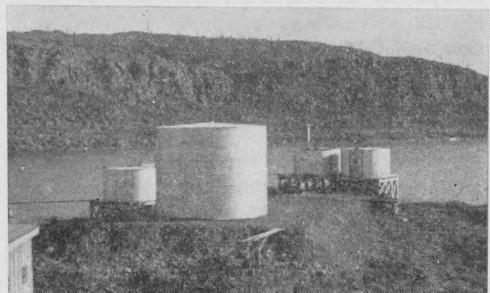
"Oh, she wears them in memory of those who have passed beyond."

Doctor: "Ask the accident victim what his name is, so we can notify his family."

Nurse (a few minutes later): "He says his family knows his name."

Birth announcement: "The baby has its mother's features and its father's fixtures."

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Hardy Men Of The North

The men of the north have a reputation for being hardy and virile and many of them have histories behind them which go to show that reputation as being justified. In the Baltimore Daily Sun, Bertram B. Fowler describes the life of Vic Ingraham, popular hotel keeper of the Yellowknife and quotes Vic as saying, "A man is the toughest thing on earth to kill. If he's got the will to survive about the only thing that can stop him finally is a bullet through the heart." All who know the episodes that Vic has experienced during his northern career realize that there is much truth in the case of Vic. He, without a doubt, has experienced more hazards than comes to the life of even rough and hardy northerners and is still on deck in active efforts towards making the north a greater and better land of opportunity.

Vic Ingraham is perhaps one of the few men to survive a ducking in Great Bear Lake during the cold Octobers of the North. He escaped from a burning boat at the time, floated around on a rubber raft capable of carrying only one man for over two days and finally reached shore. The temperature was 30 below zero. Eventually after days of struggle to keep warm they reached temporary safety, where Vic was found with frozen feet. At the end of a year and a half Vic, who had gone through numerous operations, received a cleanbill of health once more. He was however, minus both legs amputated below the knee and the first joint of three fingers on each hand.

Today, when Vic greets his friends, none would know him to be crippled to such an extent. He travels both by air and land,

drives his own car and has been the leading booster in getting the Grimshaw-Great Slave Lake highway built. He organized a winter freighting company which practically cut its own way over this route and personally supervised the work to be done. He built the first hotel in Yellowknife and managed it himself, and today is building a still larger one to meet the present day demand for more accommodation in this mining boom town of the North. If there is anything the North should have—politically, financially or otherwise, Vic is the leading spirit to co-ordinate for action and get to the objective. He is still as young as ever in spirit and action and as he says himself has one advantage over fellow pioneers, "My feet can't freeze."

As an illustration of how to beat human ills Vic Ingraham should serve as an object lesson to many a disabled veteran of the last great war.

Know your Latin?
Tempus Fugit—Time Flies.
Equus Fugit—Horse Flies.

"My memory is excellent," said the dowager. "There are only three things I can't remember. I can't remember names, and I can't remember faces, and I forget what the third thing is."

The Eskimo was sitting on a cake of ice telling a story. He finished, got up and said, "My tale is told."

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CONSOLIDATED POUR FIRST POST WAR GOLD BRICK AT CON MINE

On September the 18th, the Consolidated Mining and Smelting Company poured its first post war gold brick, after the long wartime shut down of the Con Mine, in the Yellowknife. It weighed 76 pounds and was worth some \$22,000. It was the 309th brick poured at this mine since it was first started and brings the total production from that mine up to around 8 tons of gold since 1938, with a four year shut down intervening. This gold has added some \$8,000,000 or more gold dollars to the gold reserves of Canada. In view of the Hon. W. A. Fallow's statement as to the monopolizing of the North by "money barons" it would be interesting to get his views of how under Alberta's mining regulations, if such applied to the North, would the Con and other mines in the Yellowknife have done better.

A certain young fellow named Beebee.
Wished to marry a lady named Phoebe.
"But," he said, "I must see
What the clerical fee be
Before Phoebe be Phoebe Beebee."

A SOURDOUGH'S LAMENT

It was eventide for the oldtimer. He had worked hard, was near the century mark and had his own ideas of modern conditions. Describing these conditions he has this to say:

As to conditions they're about the same — same number of old chromos sitting in the windows of beauty shops with a turkey roaster on their heads trying to look like Myrna Loys. Usual amount of slim Jim pillrollers wearing Clark Gable 3 for a dollar ties, sucking ice cream cones and calling themselves men (Hell). Business conditions at present are poor. Too many lead pencils at work and not enough picks. Everyone trying to live off the Government. However, it's a pleasant state but there is not much left excepting cement highways and the mountains (no he was not referring to Alberta). However, we still have the usual bobby sox parades and plenty of flannel-mouthed commentators telling how to bring peace to the world.

"Why do you pet so divinely," said the maid, "when you've had a drink or two?"

He: "That's because I drink 'rubbing alcohol.' "

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Yellowknife Progress

The winding up of the 1946 prospecting season in the Yellowknife has witnessed still further discoveries of good ore indications and every day the number of companies being formed, the number of prospectors in the field has been added to. Drilling has gone on apace on many of the discoveries with good results in the main. Although every prospect does not make a mine, results to date in the Yellowknife amply prove that it is a real mining area. It already has several producing mines, with others certain of going into production during the course of a year or so.

The most outstanding feature concerning Yellowknife mining is the fact that mines have been brought to the production stage quicker there than in any other field on the Continent. It takes lots of time usually to bring a mine into production not counting the large capital expenditure necessary. Had it not been for the curtailment of work during the war years, the Yellowknife field would have been well away in producing mines.

Of course the question of the depth and extent of the ore bodies to be developed is a most important one, for surface showings may mean anything—grab samples just another catch phase, but the drilling done during the past season shows that many of the prospects go to depth, which means important ore bodies.

There is no question today that with the amount of information already obtained

that the ore does go to depth. The Con-Negus, Giant and others have proved this, and whilst such a condition may not be universal to all prospects, as it surely cannot be, there is every reason to expect that many will.

Uninformed people who get interested in mining have the idea that a discovery of ore means a mine made and in production in a very short time. If a prospect they get interested in does not become a mine at once, they immediately get the wind up. If people will bear in mind that the ordinary mining operation perhaps takes anything from three to five years to get into production and in addition an enormous capital expenditure has to be made, it would do a lot to eradicate the pessimism that often follows announcement of discoveries.

"I'll bet she would not marry me," he said. She called his bet and raised him five.

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ELK ISLAND NATIONAL PARK

The foresight of the Government of Canada in setting aside national park areas has proved very effective in conserving the wild life of this country. A notable example is the saving of the buffalo from possible extinction.

In the early sixties, it is claimed, there were millions of bison, or buffalo, roaming the plains of North America. Some thirty years later, because of the relentless slaughter for profit, for sport, or simply for the lust of killing, buffalo had become quite scarce. The story of the saving of this magnificent species is closely bound up with the establishment of Canada's national park system. Today there are 26 national parks covering an area of approximately 29,000 square miles and all are wild life sanctuaries. One of the smallest, "Elk Island National Park" in central Alberta, measuring 52 square miles, is frequently referred to as "the new home of the buffalo".

Elk Island Park was set aside in 1906 to preserve the wapiti, or elk, which was fast disappearing. Later the Canadian authorities decided to move the herd of buffalo temporarily established at Elk Island to a fenced reserve at Wainwright, Alberta. Some forty animals were so wild that they could not be captured. Descendants of that small but vigorous group now comprise one of the finest and healthiest herds on the North American continent. Under the sanctuary conditions provided, other big game species such as elk, mule deer and moose share this ideal range with the former "Monarch of the Plains."

Bird life is very abundant in the park, which is one of the most important sanctuaries in the West. A spectacular sight in autumn is afforded by thousands of birds preparing to migrate south for the winter.

It was only to be expected that a natural museum of big game animals such as this would become an important tourist attraction. In recent years Elk Island has developed into a favourite summer playground. Facilities for the enjoyment of sports are numerous and varied. The recreational centre of the park is at Sandy Beach, located on Astotin Lake. Sandy Beach is a long stretch of fine, clean sand which affords excellent opportunities for swimming. Amusements such as swings and seesaws are provided for children. In the immediate vicinity of the beach may be

found an area suitable for baseball, softball, horseshoe pitching and other forms of outdoor recreation.

Smallest of all national park golf courses but certainly not least in popularity is the nine-hole lay-out on a rolling plateau southeast of Astotin Lake. Small ponds are interesting hazards on this course and fine views may be had of Astotin Lake, the rolling plateau and Beaver Hills. From the fairways buffalo, elk, moose and mule deer may be seen in their native surroundings.

One of the most popular recreations in the park is boating. Canoes and other water craft may be rented from a boat livery which operates during the summer season. A beautiful grove facing the lake, equipped with a large number of tables, benches and other conveniences, is a favourite spot for picnickers.

Although there is no hotel or bungalow accommodation in the park many visitors during the summer of 1946 brought along their own camping equipment and lived cut-of-doors. A public campground on the eastern side of Astotin Lake, not far from Sandy Beach, is well equipped with kitchen shelters, stoves, tables, and benches and has fire-wood, parking areas and other conveniences.

Autumn is one of the most attractive seasons in which to visit this forested area. It is accessible either by motor road or railway. The road runs right through the park from north to south and connects with the main provincial highway system of Alberta. It is approximately one hour's run from Edmonton.

Elk Island has become a very important link in the chain of Canada's national parks system. Not only is it helping to conserve wild life but should continue to attract visitors in increasing numbers. During August of this year the number of visitors entering the park was more than double that of the same period last year. Many of them are able to adorn their snapshot albums with interesting mementos of their visit to the range of "one of the most magnificent quadrupeds that ever trod the earth."

Then there is the farmer who made a fortune out of the wild oats sown on his farm. He caught a millionaire kissing his daughter.

Stones Unlimited

It takes a sourdough to put over a real tall story, but the latest description of an "industry" takes its place as a record in sourdough history. Yes, there was a pardner in Alaska who made a specialty of collecting stones, any old stone at any old time, but they had to have a background of bush romance. Describing how he got his start in the stone business he said:

"One day I was hungry and picked up a stone, took it to a drug store where they gave away a few drops of perfume for ladies' handkerchiefs. I got the clerk to drop some on the stone, a gray hunk, and then took it over to the grocery store and asked the boss what kind of stone it was. The boss sniffed and sniffed and said, 'Wait awhile' until he had finished serving his customers. Then the boss left his partner in charge of the store, took me over to his cabin and gave me the third degree as to where the stone had come from. He sniffed it once more, then his malamute also sniffed but the latter gave me a dirty look as he did so. I started to leave the cabin, but the boss grabbed me and did not want me to go. He offered me money and food so I made him a map of where the 'Stone had been found' and left him. He went to look for the place. He found no perfumed stones but he did find a valuable quartz mine and gave me \$1,500 for the 'tip off'. I had sold him a lucky stone."

Today the stone merchant is in business as a stone seller. He picks them up, draws fancy pictures on 'em or gets them autographed by such famous persons as "Lady Lil" or movie stars and they then become souvenirs which he claims have a ready market.

Who told the story? Well, it may have been a Paul Bunyan yarn, but blame the Alaska Weekly for the first printing of it.

Chinaman who has lost his baggage, as the train departs has this to say to the baggagemen: "Pretty dam seldom where my bag go. She no fly. You no more fit run station than God's sake. That's all I hope."

A student nurse wrote her mother: "Dear Ma, I need some money."

Said Mother: "I don't understand Nellie. We send her a good allowance yet she writes and says she has to do a lot of panhandling to get by."

"Mummy, do they have oilwells in heaven?"

"No, my dear, in order to have oil wells, they must have oil drillers."

The way girls appear on the streets nowadays in slacks makes it hard to know whether there is a girl walking ahead or a man with a grapefruit in each hip pocket.

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THE COAL BUSINESS IS EVERYBODY'S BUSINESS

Coal is the raw material for a host of products, from nylons to perfumes. In this connection it is interesting to note that a well-known Eastern authority some time ago forecast that in the next 100 years, Alberta would be the central point of huge industries based on coal and its manufactured by-products. He even went so far as to prophecy that the capital of the Dominion of Canada itself would be located eventually in Alberta on the grounds that industry would eventually move to the raw materials, establish factories and industries which demand coal as an essential for both manufacturing and for power generation. He may have been optimistic in this forecast but the fact remains that everywhere in the world where abundance of coal exists as a natural resource, industries have been the natural sequence.

Pittsburgh, Sheffield, the Ruhr Valley, the Saar Valley and many other industrial centres of the old world and the new are the homes of many allied industries which depend upon coal for their initial inception.

Edmonton is the centre of an enormous area of coal lands, today only partly worked as a fuel supply. Even at that the coal operators claim that coal generates electrical energy to keep lights on, washing machines humming, street cars running, factory wheels turning in this City of Edmonton. They point out how it generates electricity efficiently, steadily, with no serious fluctuations in output; that it is always available and in the season of electrical peakloads is always on the job.

They say that coal provides employment for hundreds of miners, plus office and sales staff, numerous truckers and railwaymen and to loggers supplying mine timbers and the money they earn helps to raise the level of prosperity for all. The largest coal customer in Edmonton is the City's electrical generating plant and that in 1945 the payroll of the mines supplying coal to that plant alone was \$1,100,357.

They summarize coal used at this plant over the last 20 years and show how the quantity of coal used in 1925, the first year of record amounted to around 80,000 tons which generated some 35 million kilowatt hours. How the amount of coal used

steadily mounted up until in 1929 it had increased to around 100,000 tons.

Then came the years of the first Calgary Power agreement, whereby the City and the Company agreed upon an interchange of power. The Power Company supplying this power to be interchanged from its hydro plant in the south. Immediately the consumption of coal dropped to less than 50,000 tons a year and never went above 50,000 tons up to the year 1935, when the agreement was terminated.

The first year after the termination of the agreement, namely 1936, the amount of coal supplied to the generating plant by local mines immediately jumped to around 80,000 tons and has never been less during the following years until in the year 1945 the amount of coal supplied had increased to around 160,000 tons, at a cost of nearly \$500,000.

This coal production enabled the City of Edmonton to reduce power rates in 1946. Most important of all it enabled the generating plant to also co-operate in the war effort by supplying power to other parts of Alberta and it is still doing so.

That is only the picture of what the coal industry means to Edmonton as painted by the local coal mine operators. It does not take into account the still greater coal industry that is operating on the Coal branch of the Canadian National Railway some 130 miles west of Edmonton, where millions of tons of steam grade coal are mined yearly and shipped to all parts of Canada. It does not take into account the enormous areas of still better coal at present lying dormant in various parts of Northern Alberta and which in future years will no doubt be the means of attracting many industries to Edmonton and its vicinity. It does not take into account the need for a coal supply for various phases of mining operations in the north which are bound to arise as base metal mines comes under development with the consequent demand for smelting and refinery sites at the nearest commercial and rail centres. To illustrate this phase it might be pointed out that the refining of copper ores mined in B.C. is mostly done in New York or Pittsburgh where U.S. copper manufacturing is a leading indus-

try. A recent illustration also exists in the fact that Edmonton is to have its first tantalum ore refinery in the near future, where tantalum and columbium ores, mined in the North, are to be processed for use.

Edmonton's real industrial future lies in the utmost development of its coal resources, for once these huge resources become known it is only a question of time when industries which must have coal as a primary base, not counting the hundreds of industries which manufacture by-products from coal will seek locations nearest to the source of supply. It is cheaper to ship copper manufactured into wire or other uses in a finished state than it is to ship the raw copper thousands of miles away to be refined and manufactured somewhere else.

The coal industry of Edmonton have a good case to present to the citizens of Edmonton, in fact to the people of Alberta when they urge the utmost co-operation in the production and use of coal for both domestic and industrial purposes.

CITY ISSUES PAMPHLET

Edmonton has recently issued a publicity pamphlet under the auspices of the City of Edmonton, The Edmonton Chamber of Commerce and the Edmonton Trades and Labor Council. It is fully illustrated and replete with information on all phases of Edmonton's present and future. It is directed primarily to those in business who are seeking new locations where future growth of population and demand is assured. It says that all statements made within its pages, and much data is included, are conservative, figures reliable and that requests for further data will be welcomed, adding that any enquiry made will be held in confidence if so desired, especially as related to available industrial sites. Copies can be obtained by addressing the Edmonton Industrial Development Board, City Hall, Edmonton.

AKAITCHO AVERAGES \$16.45

The Akaitcho prospect, located alongside the Giant Yellowknife reports good results from drilling. In hole No. 46, drills disclosed ore valued at \$16.45 per ton over a width of 26.5 feet with an open length of 700 feet. It is stated that drilling to date has established a substantial tonnage of good grade ore. So far, it is stated, no plans have been made for deep drilling under the presently known areas of values.

Facts Concerning New Canada Bond

Minister of Finance Announces Terms Of Canada Savings Bond

Following are the terms of the Canada Savings Bond as announced by the Minister of Finance.

—Backed by the resources of the Dominion of Canada.

—Interest 2 3/4% by annual coupon.

—Price 100%.

—Holdings by any one person limited to \$2,000.

Redeemable at 100% plus interest at any time at any branch in Canada of any chartered bank upon identification of the registered holder. Interest calculated monthly.

—Dated November 1, 1946, maturing November 1, 1956.

—Non-callable by the government.

—Non-transferable and non-assignable.

—Registered as to principal.

—Issued in denominations of \$50, \$100, \$500 and \$1,000.

—Available commencing October 15th through banks, authorized investment dealers, stock brokers or trust or loan companies, or through employers on the Payroll Savings Plan.

—Books may be closed on or after November 2nd at the discretion of the Minister of Finance.

—Available for cash, on the Monthly Savings Plan. Payroll Savings Plan or by personal arrangement with a bank.

TANTALUM BY AIR

When the new tantalum refinery is established in Edmonton, it will receive its supply of tantalum ore concentrates from Great Slave Lake by air. Arrangements, it is stated, are being made to use air transportation to ferry the mineral.

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Tourist Travel

It is stated that the tourist travel during the past season netted some \$225,000,000 as against an estimate of \$166,000,000 in 1937, the last year when there were few restrictions on holidaying in Canada. It is also stated by the Canadian Travel Bureau that at least 14,500,000 tourists used the Canadian Road system in 1946. Of this travel, the National parks, mostly situated in Alberta, got around 600,000 tourists. This proportion of the total number visiting Canada or using the roads for holiday purposes is too small, seeing that Alberta has the greatest attractions. There must be a reason for this and it is suggested first that the parks are even today not really advertised as they should be and that the connecting roads although fair, have not yet received the confidence of the travelling public. Until Alberta has paved highways, it must suffer in proportion as to the number of people holidaying in Alberta.

The Social Credit Government reports a huge surplus of revenues over expenditures for 1946, as it well may do, considering the added taxation it has imposed upon everyone in the form of liquor "profits," gas taxes, hunting taxes and others too numerous to mention. It has not expended a proper amount of money on the roads of Alberta. It has no real highway program progressive in nature, and builds roads that are purely temporary or makeshifts and until a change is made there can be no hope of Alberta getting its full share of tourist travel.

Alberta should start today what it should have started in 1905 when it got self government, namely the building of permanent roads.

Concrete roads are expensive to build but they only require around \$80 a mile per year to maintain for at least 40 years. Compare this with "blotter" roads or gravel which cost at least \$2,000 a mile per annum to maintain and at the end of five years have to be rebuilt at a cost of approximately \$7,000 a mile.

How to finance concrete roads? The motor revenue hypothecated over 40 years for this purpose would furnish at least \$40,000,000 at once. Enough to pave every main highway in Alberta at a cost of less than 4 per cent on the amount borrowed per annum. That is, the hypothecation of say half the motor revenue would be suf-

ficient to carry the expense on the amortization plan and at the end of 40 years the roads would have been paid for. The added revenues which would accrue from their use by tourists, the saving in wear and tear on cars, the added business which would naturally result along these highways would put Alberta on the tourist map of the Americas.

It cannot be done? The Americans do it every year. When they build a highway it is laid down as a whole and not piece-meal as Alberta builds. Hundreds of miles of concrete highways can be laid in a year provided machinery and men are available.

Costs High To Albertans

The Hon. W. A. Fallow wants to take over the North West Territories and add that huge area to Alberta. He does not mention the source from which he is to obtain revenue to give the district the same services as it is getting today from the Dominion Government. That apparently, according to Mr. Fallow, is a mere casual item, unless he expects to do the governing and the Dominion Government to pay the shot: Here is a brief idea of what was voted at the last session of Parliament for northern purposes—

Buildings	.....	\$375,000
Airport	.....	514,000
Roads	.....	351,000
Water and Sewage	.....	245,000
Hydro Development	.....	950,000
	.....	\$2,435,000

There are 3,000 people in the Yellowknife paying taxes and a sprinkling of other settlements—transportation and mining, fur and trading companies adding to the tax bill. The taxdollars derived by the Dominion may or may not meet the bill, it's a safe bet to say that they do not.

Alberta needs roads—but the Government often insists that it has not the money and proves it by diverting road monies to other schemes more Utopian in nature. Until Alberta can look after its own acreage and people, it is suggested to the Alberta Government that charity begins at home.

"I broke my husband of biting his nails."

"How?"

"I hid his teeth."

PAYNE YELLOWKNIFE

Courageous Lake is the scene of a spectacular strike of gold bearing ores by Thomas Payne and his associates. It is stated that the ore runs at least 12 oz. to the ton and samples brought out, according to one prospector, are the most spectacular as regards showings of free gold he has ever seen in the Yellowknife. The vein in which the ore occurs is stated to be at least 8 feet wide and has been traced for some distance. The discovery was made by prospectors for Payne Yellowknife working on a percentage basis. They have received 100,000 shares of Payne Yellowknife stock as a result of the discovery.

Discoveries of this description go to show how great is the opportunity existing in the North for men willing to rough it and who take an ordinary mining course in mineral prospecting before entering the country. To the returned man looking for opportunity the North is perhaps the most likely place to get that opportunity. Many of the discoveries in the Yellowknife have been made by men previously unfamiliar with the area, perhaps on the principle that the newcomer looks at ground which the old timer often passed over in his rush to go places.

Hotels On Alaska Highway

Several hotels are being erected along the Alaska Highway by the White Pass Company which operates busses between Whitehorse and Dawson Creek. Foundations for several of the new hotels have already been laid, report travellers over the route.

Regarding the bus trip over the highway, a Mrs. Hendrickson stated, "I have never seen over 700 miles of more scenic highway beauty."

In connection with the maintenance of the Alaska Highway, Brigadier G. Walsh, army engineer in charge of the Alaska Highway stated:

"The Government of Canada regards the Alaska highway as a permanent thoroughfare, vital as a defense unit, important as an industrial thoroughfare and one of the great potential tourist attractions of the continent."

"The highway is to be maintained on a high standard."

"Replacements of temporary bridges is to be made throughout its length with steel and concrete."

"Reconstruction of sections of the road is now under way and will be continued."

"Plans are being made for a good road one, two, three or five years from now."

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ALASKA'S FREIGHT BILL

The freight rate from Seattle to Skagway, Alaska, is 97c a 100 lbs. The freight rate from Prince Rupert to Skagway, Alaska is 48c a 100 lbs. Rail rates from the East to Seattle or Prince Rupert are about the same in cost, therefore if freight to Alaska could be routed through Prince Rupert, the cost of supplies landed in Alaska would be cut at least 50 per cent. However, for some known or unknown reason, American shippers cannot ship freight through Prince Rupert to Alaska, presumably because international trading restrictions exist. The main opposition to the continued use of the Alaska Highway stems from the freight carrying monopoly which Seattle and other Pacific coast towns have in the Alaska shipping trade, and the highway is viewed as a real competitor towards giving Alaskans cheaper freight charges and consequent lower cost of living. High cost of living has been the chief reason why Alaska has not grown both in population and industry. There is a splendid opportunity for Canada to continue the co-operation extended to the United States during the war as regards the use of Prince Rupert as an international shipping point with all the tremendous increase that would result to Canadian rail traffic and port handling of supplies. Why not? The day of international jealousies as regards using each other's facilities went into the discard during the war emergencies. They should be also discarded during peace reconstruction periods to the benefit of both nations.

MINING STOCKS

Once again there has been a fluctuation in the value of mining stocks, with many of the good gold stocks declining in value. To those who have watched the market over a period of years it is nothing new to see good dividend paying mining stock go through an era of depression although in most cases the actual returns remain almost constant. The wise man buys when others are selling and sells when others are buying. This especially applies to mining stocks. It is a condition that is past the understanding of the ordinary mortal for when a mine is in steady production, when there is a world market for gold or other base metal products, why its shares should be less in value one day and more in value another day is a question that can only be answered in one way, namely someone gets scared by Dame Rumor and starts the ball rolling downhill.

DIVERSIFIED MAKES 33 OZ. FIND

A find going 33 ounces of gold to the ton is stated to have been made on the Diversified Arseno Group at Indin Lake. The vein known as No. 4 carries abundant visible gold. Five samples it is stated, gave values of \$1,163.40; \$284.20; \$144.50; \$151.20 and \$369.25, indicating a high grade vein. This showing is to be tested by diamond drilling in the near future states Field Manager Walter Manley.

Ottawa note: There is a tribe in Africa which limits orators to just what time they can stand on one foot. Who said Africa is a Dark Continent?

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OPENS NEW STORE



COLIN W. MACDONALD TRADING POST AT FORT RAE, N.W.T.

Colin W. MacDonald, northern fur buyer and trader has recently opened a new store and trading post at Fort Rae, 90 miles north of Yellowknife on Great Slave Lake. This store, it is stated is designed to serve the needs of prospectors and trappers in the North and for that purpose a first class stock of all kinds of goods has been installed. The manager is Grant McMillan a well-known old-timer in the North..

BACK HOME ONCE MORE

The famous "St. Roch," Mounted Police patrol boat of the Arctic has once again returned to Vancouver after a 15,000-mile cruise through Arctic waters. Two years ago the "St. Roch" under the able command of Inspector Larsen made the first trip to be ever made from the Atlantic to the Pacific via the Arctic in 86 days. This time

it was in the Arctic some 15 months and during that period covered some 15,000 miles. It sailed to the North West Passage, then to Cambridge Bay and on to the East coast of Victoria Island and where it was frozen in from September to July of this year. It returned to Vancouver via the Behring Straits around Point Barrow from the Arctic.

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ALBERTA

Truckers Versus Fallow

The aftermath of the altercation the Hon. W. A. Fallow had with truckers on the Calgary-Edmonton highway is evidently an attempt by the owners of the trucks involved to get compensation for time and money lost when their trucks were grounded whilst the Provincial Government's Highway Traffic Board first acted, it is stated, on the orders of the Hon. W. A. Fallow in cancelling the truckers' licenses and then afterwards found out it had no authority to take such action.

The Alberta Motor Transport Assn. has taken up the "cudgels" on behalf of the innocent parties concerned and is seeking ways and means of suing for damages if the Government does not take the best action possible, namely by admitting that both its Minister of Highways and also its traffic board acted without authority and allows the truck owners ample compensation.

But—should it do so, it will mean that the taxpayers of Alberta will be the ones who will pay for the damage done—another case of the "innocents" paying for damages arising solely from the fact that its Minister of Highways acted as if he were the beginning and the end of authority in such matters.

The law suggests that he is not. That when he gave the order to the traffic board he was ultra vires and that when the traffic board acted on his orders it was also ultra vires. In any case it appears as if the person from whom compensation should be sought is the Hon. W. A. Fallow who as head of highway control surely should know just what he can do and what he cannot do.

The Social Credit Government will do

well to see that this matter is adjusted even if it means granting the aggrieved parties the right to sue the Government. It cannot do otherwise and retain public confidence.

Independent eyewitnesses state that the truckers involved were performing a samaritan act on the highway, namely by helping a car out of the ditch after it had gone off one of Mr. Fallow's "famous highway detours" and that objections of the Minister about being delayed caused both him and the truckers to get into an altercation. Had it stopped at that perhaps there would have been no material harm done excepting only to the minister's "face" but he went further hence the above impasse . . .

There was once a young lady of Trent,
Who said she knew what it meant
When men gave her cocktails

And asked her to dine.
She knew what it meant—but she went . . .

Grandmother (looking at her granddaughter's new bathing suit):

"Mary, if I had dressed like that when I was a girl, you'd be six years older today."

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PEACE RIVER

GRANDE PRAIRIE

Burns Opens New Store

Burns and Co. opened a new retail store in the Yellowknife in October. This is the latest addition the Burns Company has added to the service it has rendered the residents of the Yellowknife area since 1938 when it established the first cold storage plant ever to be established in the North.

This Burns service dates back many years. Everywhere in the west where a new mining camp has come into being, the Burns Company has been in the vanguard as regards making fresh meats and other produce available. In '98 it was the first to enter the Klondike goldfields with a meat service and that policy has been followed ever since.

Any camp where a Burns meat service has been established has all the earmarks of future permanency.

Speak Up— Or Shut Up

There wanst were two cats of Kilkenny,
Each thought there was one cat too many,
So they quarrelled and fit,
They scratched and they bit,
Till, baring their nails,
And the tips of their tails,
Instead of two cats, there warnt any . . .

We, the people are fed up . . . There seems to be more Kilkenny cats around than Doves of Peace. Peace just isn't; not anywhere. We are short of everything we fought for—except our ideals.

We, the people, are fed up with Kilkenny Cats complex of groups of limited vision—because our common sense tells us it's time to take off our coats and go back to work.

We are an informed people. We know what is going on because, with but few exceptions, we have a press in Canada which reports facts; we know that a people possessed of facts cannot be led into false thinking by emotion and hysteria.

A free press proved powerful during the War. Through the news columns, the editorial pages and by advertising, public opinion was moulded by facts—and we, the people, won the war.

What about Peace? We know that an

unbiased, free and independent press can help us swap the Kilkenny Cat complex for a Dovecote. A free press can demonstrate the common sense of going back to work, with each man free to work at a job of his choice, with the law giving equal protection to employer and employee.

There are fifth columnists in the Canada of today. They travel politically and socially under more colors than a chameleon, and they are eager to create schism between employer and employee, between the haves and the have nots, between the consuming public and business enterprise.

Business and industry are in the "doghouse" according to some Utopian "Leaders." Labor and the common man are in "another doghouse" according to others, whilst our fifth columnist friends chortle with glee as they see We—the people—suffer through no fault of our own, excepting only we allow too many Kilkenny Cats to roam along the back fences of public life in Canada.

We—the people—know what happened in Europe, when Kilkenny Cats tried to blast that continent to pieces and almost succeeded. Shall we let the same thing happen in Canada? It may if the cats continue their howling . . .

Today we—the people have the option. We can either speak up under free enterprise or shut up under Kilkenny cat enterprise.

An Indian Girl recently won a beauty contest. Her name was Pretty Bear. There are very few beauty contest winners that are not.

They were back from the honeymoon. said a friend, "How did John register at the first hotel you stayed at?"

"Oh just fine," said the bride.

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ALBERTA

At the doctor's office she was having a routine checkup. The doctor smiled happily and said, "You are a very lucky young lady, but you had better call your husband immediately."

"But, I have no husband," was the reply.

"Then you had better call your lover."

"But I have no lover," she said.

"Then your best boy friend," and the doctor frowned.

"I have no boy friends," parried the young lady.

The doctor jumped up and rushed over to the window without speaking.

"What is it, doctor, tell me the worst," cried the girl.

Without turning the doctor said, "Lady, the last time this happened there was a bright star in the East and I don't want to miss it this time."

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YELLOWKNIFE, N.W.T. — CHANNING, MAN.

Fur Travels

Many an Eskimo or Northerner wears a parka during the winter months which has wolverine fur attached to the hood. This fur is exceptional in that it does not collect frost rime and so keeps the face free from frost in very cold weather. Few are aware, however, that most wolverines are caught by the natives of the Kamchatka Peninsula in Siberia. From there they are shipped to Moscow and then to New York via the Amtorg Company. From New York they are once more shipped to northern points in Canada and so it is often the case that the wolverine lining the northern parka has travelled around the world coming into use at places only a few hundred miles from where it was caught.

ROMANTIC NAHANNI

Once again comes a story out of the Nahanni of new gold finds and lost prospectors. This time the narrator of the story states that he has found gold on the Nahanni but lost his partner who failed to turn up at an appointed meeting place. Mr. Henderson, the narrator, whose story was reported over the radio recently in an effort to locate his lost partner, brought gold out with him to Fort St. John. Henderson is the son of the Henderson of Yukon fame, the man who discovered Hunker Creek gold deposits in 1899 and is an experienced prospector. The Nahanni mystery is long overdue as to a solution of why so many men have gone into that country and failed to come out again.

There can be nothing so mysterious about this district as to lack solution for notwithstanding the romantic yarns concerning the district, there are people who have been in it and found it just ordinary western frontier country.

Mr. Henderson's experience should be of real value in authorities ascertaining just what is wrong about this area.

SAYS A CORRESPONDENT . . .

"Well, I made my trip over the Alaska Highway to Whitehorse and down by Skagway to Prince Rupert and home again (Peace River). I enjoyed the trip but proved to my mind that the Canadian people have no business holding on to so much country and doing so little with it. I did not contact over a dozen men who seemed to harbour any idea of developing the country. Those old timers who were

real boosters seem to have all gone to Victoria to live and the younger generation just do not know what it is all about, or what to do about it".

Those are poignant words, when they are uttered by a man, who has spent most of his lifetime endeavouring to awaken people to the fact that, in the North West, Canada has a most splendid heritage, if it has the will and vision to plan for the future instead of just being content with looking at the open places where people are few and opportunities abound.

It took World War II and the Americans to start the ball arolling as regards developing this huge district. They showed in a few months more progress than has been shown by Canadians in fifty years. The country is crying aloud for men of vision, men of ambition, not only on the ground, but also at Ottawa and other provincial capitals to point the way. The world has shrunk in proportion to improved methods of transportation. The crowded areas of the older lands are looking for new homes and places where they can at least live without starving to death and Canada and its people will eventually be asked, "Why hang on to lands which you neglect to even populate"? It has been stated that if Canada does not make the utmost use of its wonderful resources—other nations will step in and do so.

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New Industries For Edmonton

Edmonton has recently appointed a new Industrial Commissioner for the purpose of making a concentrated drive for the location of new industries in Edmonton, and Northern Alberta.

The greatest natural resource existant in the Edmonton district outside of agriculture is coal bearing lands. These areas have not been fully developed and cannot be until some way is determined to make the utmost industrial use of the many coal by-products obtainable from industrialized coal.

There are hundreds of articles manufactured out of coal. In Great Britain and in Europe many of the largest industries are based on the use of coal as raw material.

In the East it is well known that many of the largest industrial areas, such as Pittsburgh, depend on local coal resources as the foundation for industrial development. Manufacturies have attained huge

proportions in these districts solely because coal is immediately available.

The Edmonton coal bearing areas offer real attraction to old country or European manufacturers as a centre for the production of coal by-products. In any case, the results of the World War has practically ruined these industries in their old locations and no doubt a field where a fresh start could be made, free from all the turmoil in older lands would be looked upon with favor.

Cynical Sam says: "Some women are fat in places where they shouldn't even have places."

"Just suppose we wives should go on strike."

"Go right ahead," was the reply, "I know a peach of a strikebreaker."

A geologist once complained that he was having trouble in finding a competent doctor, the last three who had examined him had all ordered him to quit drinking.

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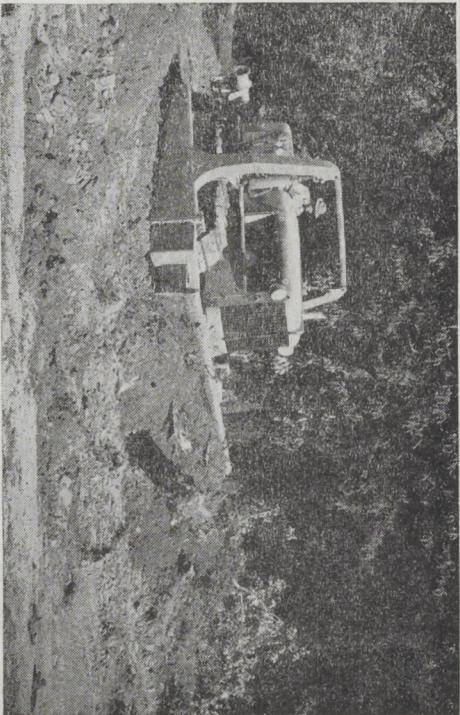
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